CIA/OSR /MEMO EF 750124 OSR CONTRIBUTION ON CHINA'S JAN 75 EXPANDING PRODUCTION OF MER. SHIPS TOP SECRET/TK/SI/WI 01 OF 01

` -	CIA OSR MEMO	25 9 EF 754124 24 January 1975
	·	24 January 1975
	MEMORANDUM FOR:	
	THROUGH :	
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,	SUBJECT : OSR Contribution on Production of Mercha	
	1. Attached is the OSR contribution request for the OER Intelligence Expansion of China's Merchant Marine.	Report, "The
*	? The contribution is limited ships over 1,000 gross register tons displacement tons used for individual generally those that have appeared in releases.	while the ships are
		William
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•		
	Attachment: As Stated	
		Model was seen

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CHINA'S EXPANDING PRODUCTION OF MERCHANT SHIPS

A significant advance in the production of merchant ships has been achieved by the Chinese over the past three years. Production is at an all time high with the completion of more than 500,000 tons deadweight over the period--more than 60 percent of the total produced from 1960 through 1974. The sharp increase in output first occurred in 1972 when 115,500 tons was produced, which was more than double that of the previous year. Production again doubled in 1974 with the completion of 226,000 tons. A breakdown of tonnage produced by year is shown in the chart.

industry remains far short of the goal of 2 million

tons of merchant shipping that

was set for the period 1970-1975

under the current 5-year plan. Assuming a substantial

increase in production for 1975, as seems likely, the

best that the Chinese probably will achieve is about

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Despite this spurt in production, the shipbuilding

Cargo ships have continued to receive the main emphasis, and during the period they accounted for two-thirds of the total tonnage produced. However,

one million tons.

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ESTIMATED COMPLETIONS OF CHINESE MERCHANT SHIPS BY CLASS, 1972-1974

SHIPS BY CLASS Tankers Ta Ching 61 Ta Ching 27 Total Tankers	0 0	DWT 0 0 0 0	No 0 4 4	1973 0 DWT 0 60,000 60,000	No. 1 6	DWT 24,000 90,000 114,000
Cargo Ships Zheng Zhou Chang Feng Li Yang Da Li Dong Feng Tientsin Total Cargo Ships	1 1 0 2 3 1	25,000 16,000 0 27,000 40,500 7,000 115,500	1 0 1 2 5 0	25,000 0 13,500 27,000 67,500 0	0 1 0 0 6 0	0 16,000 0 0 81,000 0
Passenger Cargo Ships Chang Cheng	<u>0</u>	<u>. 0</u>	<u>o</u>	0	2	15,000
Total Merchant Ships	8	115,500	1:	<u>191,000</u>	<u>15</u>	226,000

Only merchant ships over 1,000 gross register tons are included and the deadweight tonnages (DWT) shown are those generally used in Chinese press releases.

the Chinese have begun a determined effort to increase tanker production and in 1974 for the first time the tonnage of tankers and cargo ships produced were about equal.

Three factors mainly account for the substantial increase in production noted during the period--an increase in the size of ships being built, an increase in shippard capacity, and a decrease in the construction time of individual units.

Series production of such standardized ships as
the 13,500-DWT Dong Feng class cargo ship and the 15,000-DWT
Ta Ching 27 class tanker was a key feature in the increase
in production and accounted for most of the tonnage produced.
Although both are substantially larger than most ships
produced before 1972, the Ta Ching 27 class tanker is
small by Western standards. During the period,
however, two new classes of much larger ships were
introduced. The 25,000-DWT Zheng Zhou class cargo ship
was completed in 1972, and the 24,000-DWT Ta Ching 61
class tanker was completed in 1974. The Ta Ching 61
class comes somewhat closer to Western standards and
both are likely to have a prominent role in future
production plans.

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PRODUCTION OF CHINESE MERCHANT SHIPS BY SHIP AND SHIPYARD, 1972-1974

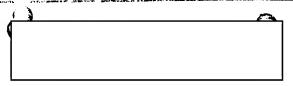
SHIPS BY SHIPYARD AND CLASS	1972	1973	1974
Tankers Lu-ta Shipyard Ta Ching 61 (24,000 DWT) Ta Ching 27 (15,000 DWT) Hsin-kang Shipyard Ta Ching 27 (15,000 DWT)	į	Ta Ching 45	Ta Ching 61 Ta Ching 48 Ta Ching 49 Ta Ching 50 Ta Ching 51 Ta Ching 52 Ta Ching 40
Cargo Ships Hu-tung Shipyard Zheng Zhu (25,000 DWT)	Zheng Zhu	Jin Zhou	
Kiang-nan Shipyard Chang Feng (16,000 DWT) Yi Yang (13,500 DWT) Dong Feng (13,500 DWT)	Chang Feng Yi Yang Qing Yang	Li Yang Feng Yang Feng Ming	Chang Chun Feng Ch'ing Feng Yan Feng Hsiang
Pu-tung Shipyard Dong Feng (13,500 DWT)	Feng Yun	Feng Hua	Feng Lang Feng Bao
Tung-Fang-hung Shipyard Dong Feng (13,500 DWT)	· -	Hsi Yang	
Tung-lang Shipyard Dong Feng (13,500 DWT)	* *	Liao Yang	
Lu-ta Shipyard Da-Li (13,500 DWT)	Da Li Da Ye	Da Feng Da Xing	
Hsin-kang Shipyard Tientsin (7,000 DWT)	Tientsin	•	
Passenger Cargo Ships		•,	
Hu-tung Shipyard Chang Cheng (7,500 DWT)		** • •	Chang Chin Chang Hsiu

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In spite of these changes, merchant ship production represents only a small share of China's shipbuilding capacity. At the same time that merchant shipbuilding capacity has been expanding by adding new ways at existing shippards, three major shippards were being constructed for naval use. This allocation of resources is also apparent in the production levels between naval and merchant ships.

In comparison with the West the industry continues to lag. Production is low and limited in the types of ships produced. Construction times are still higher than in the West and the Chinese have not yet begun to use modular techniques that can substantially reduce the time spent in construction. There are shortages. Marine engines at times appear to be in



short supply and some shipbuilding steel has been imported. Perhaps the main weakness is in the production of equipment and components where advanced technologies are involved in the design or production process.

Nevertheless, the industry has some strong points. Design facilities are modern, and some Western hull design features are appearing on Chinese ships. The shipyards are well equipped and appear to have no difficulty with hull assembly or outfitting.